

Planning Statement

Prepared on behalf of Ms MP BRYANT



Land West of Glynde Station, Station Road, Glynde, BN8 6RU

Full planning application for a new dwelling

May 2022

CONTENTS

- 1. INTRODUCTION & SUMMARY**
- 2. APPLICATION SITE**
- 3. PROPOSED DEVELOPMENT**
- 4. PLANNING POLICY**
- 5. PLANNING CONSIDERATIONS**
- 6. CONCLUSIONS**

1 Introduction & Summary

- 1.1 This report has been prepared with regard to an application for full planning permission for a new dwelling house to be erected on land to the west of Glynde railway station. The site is located within the South Downs National Park.
- 1.2 The application is a resubmission of an earlier application (reference number SDNP/20/05164/FUL) that was withdrawn in 2021. The current application improves upon the earlier application – with a smaller (two bedroom) dwelling proposed, and with a more traditional design that respects other buildings in the vicinity.
- 1.3 This statement provides detail on the main issues raised by the case officer in respect of the earlier application:
- Principle of development. This statement demonstrates that the site is previously developed land according to definitions set out in the National Planning Policy Framework.
 - Number of bedrooms: The scheme complies with policy SD27, which requires at least 80% of new dwellings to be 2-bedroom or 3-bedroom (and where additional reception rooms are counted as bedrooms as per the policy).
 - Scale and heritage impact: The dwelling's reduced scale and improved design ensures that the proposed house will have preserve the character and appearance of the surrounding conservation area.
 - Dark night skies. The dwelling's reduced scale means that there will be only three first floor windows and two rooflights – and so there will be no material impact on the area's Dark Night Skies designation
- 1.4 In light of the above, we trust that the new planning application can be approved without delay.

2 Application Site

- 2.1 The application site comprises land to the west of Glynde Station. The site is part of the station's ownership, and the site still provides access to land further to the west. The site is located within the Beddingham and Glynde conservation area.

Aerial view of the application site, with the approximate location of the site circled red:



Site Entrance:

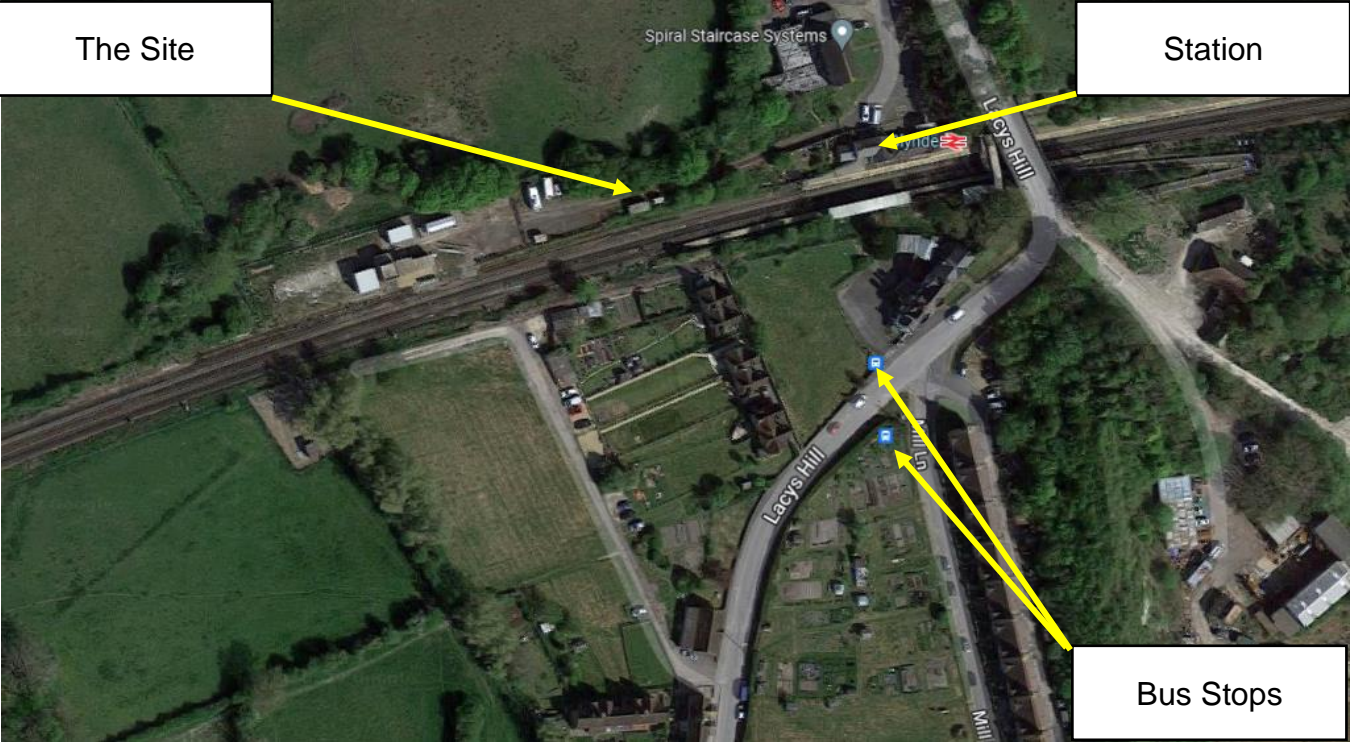


Access Track that goes through the site and leads to a depot (in separate ownership):



2.2 The site benefits from a sustainable location, adjacent to Glynde Station and close to national cycle route 90. Glynde Station sits on the Brighton to Eastbourne railway line. Local buses (route 125 Monday to Friday and route 25 on Saturday) also run past the site.

Public Transport Map:



125 Bus Timetable:

**125: LEWES - FIRLE - ALFRISTON - POLEGATE - EASTBOURNE
"The Bloomsbury Route"**

(including school journeys via King's Academy, Ringmer)

From 31st August 2021

Mondays to Fridays (except Public Holidays)

			Sch	H
Lewes, Railway Station	....	....	....	....
Lewes, Bus Station	0930	1230	1515	1530
Ringmer, King's Academy	....	....	1530	....
Ringmer, Old Post Office Mews	....	....	1532	....
Glyndebourne House	0938	1238	1538	1538
Glynde, Post Office	0941	1241	1541	1541
Firle Turning (A27)	0944	1244	1544	1544
Firle, Park Gates	0946	R	1546	1546
Firle, Ripe Lane	0949	1247	1549	1549
Charleston Farmhouse Drive, A27	0950	1248	1550	1550
Selmeston, Barley Mow	0952	1250	1552	1552
Berwick Station	....	....	1557	....
Berwick, Drusillas Corner	0955	1253	1559	1555
Alfriston, Coach Park	0959	1257	1603 C	1559
Berwick, Drusillas Corner	1003	1301	....	....
Wilmington Thornwell Road	1006	1304	....	....
Polegate, St George's Church	1010	1308	....	....
Willingdon, Butts Lane	1014	....	....	....
Eastbourne, Selmeston Road	1019	....	....	....
District General Hospital	R	1316	....	....
Eastbourne, Cornfield Road	1031	1324	**	**

Saturdays**(operated by Cuckmere Buses)**

			Sch		
Eastbourne, Glidredge Road	....	....	1040	1330	....
District General Hospital	....	....	1048	1338	....
Eastbourne, Selmeston Road	....	....	....	R	....
Willingdon, Butts Lane	....	....	....	1347	....
Polegate, St George's Church	....	....	1056	1352	....
Wilmington Thornwell Road	....	....	1100	1356	....
Berwick, Drusillas Corner	....	....	1103	1359	....
Alfriston, Coach Park	0755 D	....	1107	1403	1607
Berwick, Drusillas Corner	0759	....	1111	1407	1611
Berwick Station	0801	....	....	....	....
Selmeston, Barley Mow	0806	....	1113	1409	1613
Charleston Farmhouse Drive, A27	0808	....	1115	1411	1615
Firle, Firle Road	0809	....	1116	1412	1616
Firle, Park Gates	0812	....	1118	1414	....
Firle Turning (A27)	0815	....	1120	1416	1619
Glynde, Post Office	0820	....	1123	1419	B
Glyndebourne House	0822	....	1125	1421	B
Ringmer, Old Post Office Mews	0826	....	....	....	B
Ringmer, King's Academy	0830	....	....	....	B
Lewes, Bus Station	0845	....	1133	1429	1630

25 Bus Timetable:

Lewes to Eastbourne

Show all stops

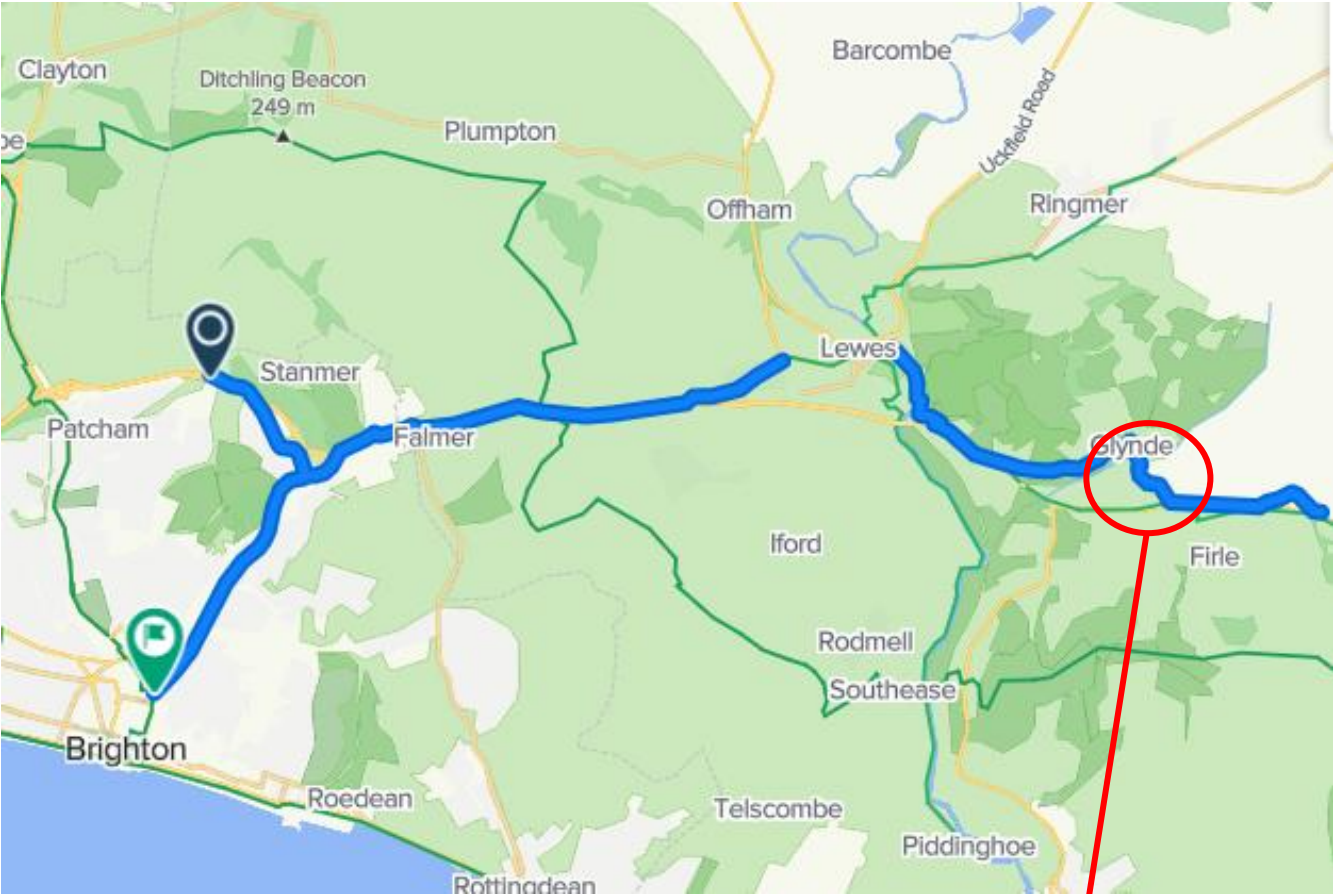
Lewes, opp Railway Station	10:32	13:32	16:32	
Lewes Bus Station (Stop C)	10:35	13:35	16:35	
Glyndebourne, o/s Opera House	10:43	13:43	16:43	
Glynde, opp Post Office	10:46	13:46	16:46	
Firle Park Gates (opp)	10:49	13:49	16:49	
Firle Road (adj)	10:52	13:52	16:52	
Selmeston, opp Charleston Farmhouse drive	10:56	13:56	16:56	
Berwick Drusillas Corner (S-bound)	11:05	14:05	17:05	
	11:08	14:08	17:08	
Alfriston, adj Coach Park	08:20	11:09	14:09	17:09
Polegate, adj Railway Station	08:32	11:21	14:21	17:21
Wannock, adj Glen Close	08:36	11:25	14:25	17:25
Lower Willingdon, adj Post Office	08:39	11:28	14:28	17:28
Willingdon, o/s Wish Hill Post Office	08:42	11:31	14:31	17:31
Willingdon, adj Woodland Avenue	08:44	11:33	14:33	17:33
Upperton, adj District General Hospital	08:47	11:34	14:34	17:34
Eastbourne Cornfield Road (Stop C1)	08:54	11:43	14:43	17:43

Eastbourne to Lewes

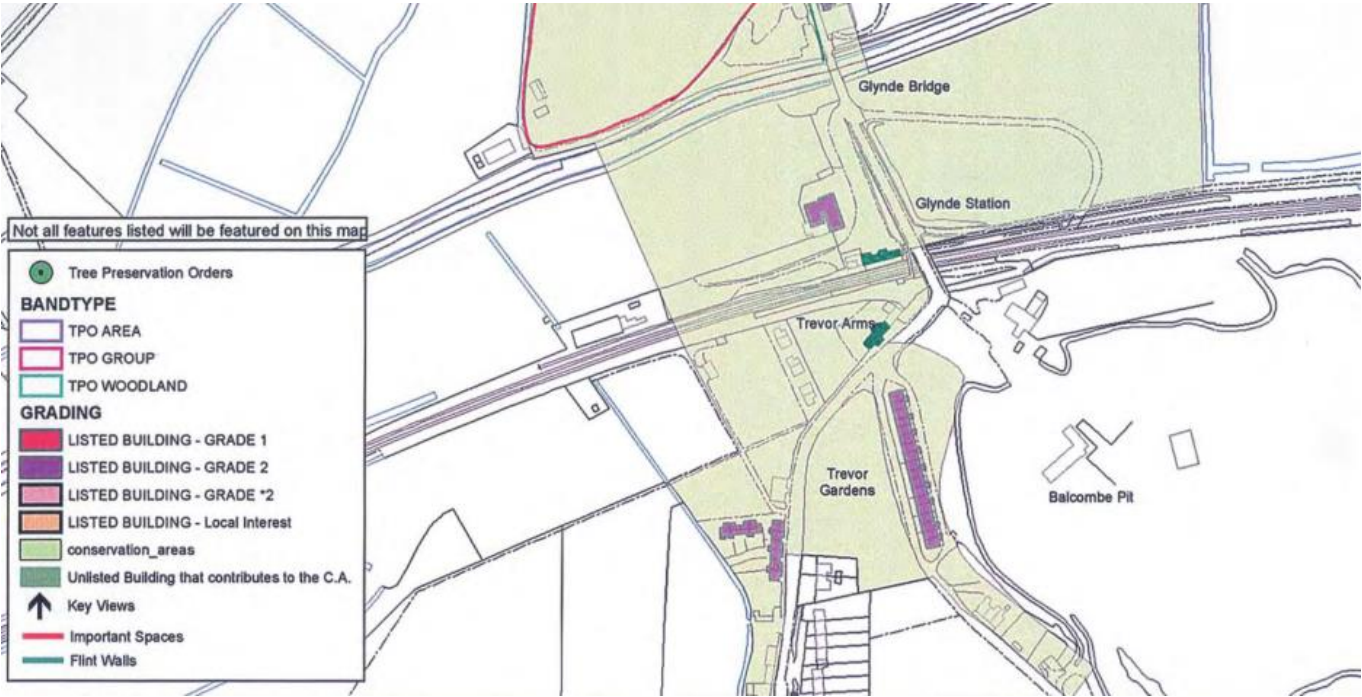
Show all stops

Eastbourne Gildredge Road (Stop G2)	09:00	12:00	15:00	18:00
Upperton, opp District General Hospital	09:07	12:07	15:07	18:07
Willingdon, opp Wish Hill	09:10	12:10	15:10	18:10
Willingdon, opp Wish Hill Post Office	09:12	12:12	15:12	18:12
Lower Willingdon, opp Post Office	09:15	12:15	15:15	18:15
Wannock, opp Glen Close	09:18	12:18	15:18	18:18
Polegate, opp Railway Station	09:22	12:22	15:22	18:22
Wilmington, opp Thornwell Road	09:28	12:28	15:28	18:28
Berwick Drusillas Corner (S-bound)	09:31	12:31	15:31	
Berwick, adj Railway Station		12:44		
	09:34	12:34	15:34	
	09:37	12:37	15:37	
Berwick Drusillas Corner (N-bound)	09:40	12:40	15:40	
Berwick, adj Railway Station		12:44		18:41
Selmeston, adj The Barley Mow	09:43	12:53	15:43	
Selmeston, adj Charleston Farmhouse drive	09:44	12:59	15:49	
Firle Road (opp)	09:46	13:03	15:53	
Firle Park Gates (adj)	09:50	13:06	15:56	
Glynde, adj Post Office	09:52	13:09	15:59	
Glyndebourne, opp Opera House	09:54	13:11	16:01	
Lewes Bus Station (Stop C)	10:02	13:19	16:09	
Lewes, opp Railway Station	10:05	13:22	16:12	

National Cycle Route 90 Map:



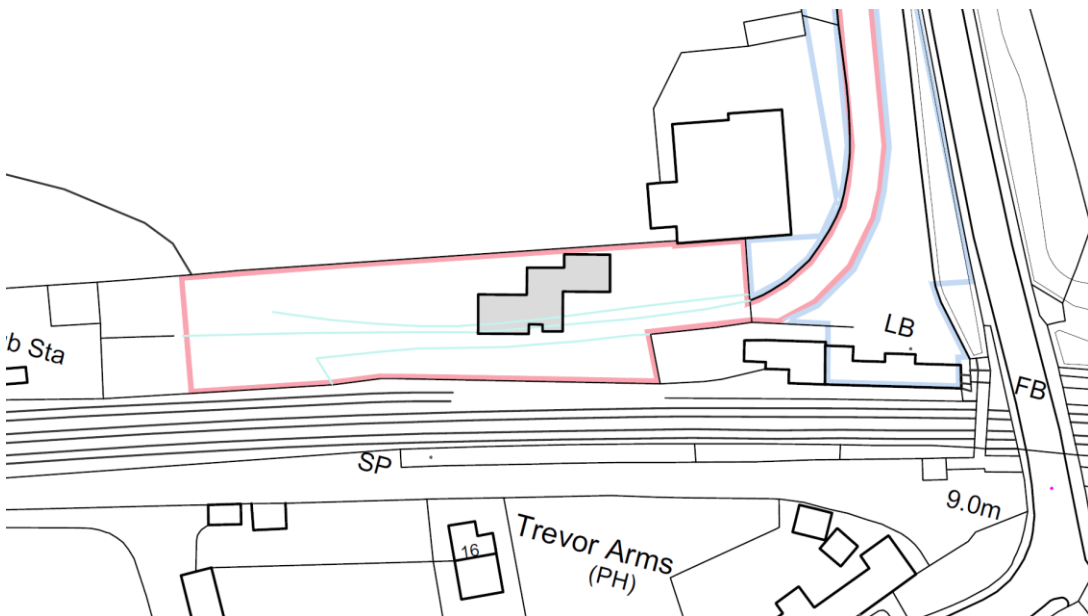
2.2 The site is located within the Beddingham and Glynde conservation area, with a listed building adjacent to the site's access. The Glynde Station building is not listed, but is stated as contributing to the character of the conservation area in the conservation area appraisal for Beddingham and Glynde conservation area:



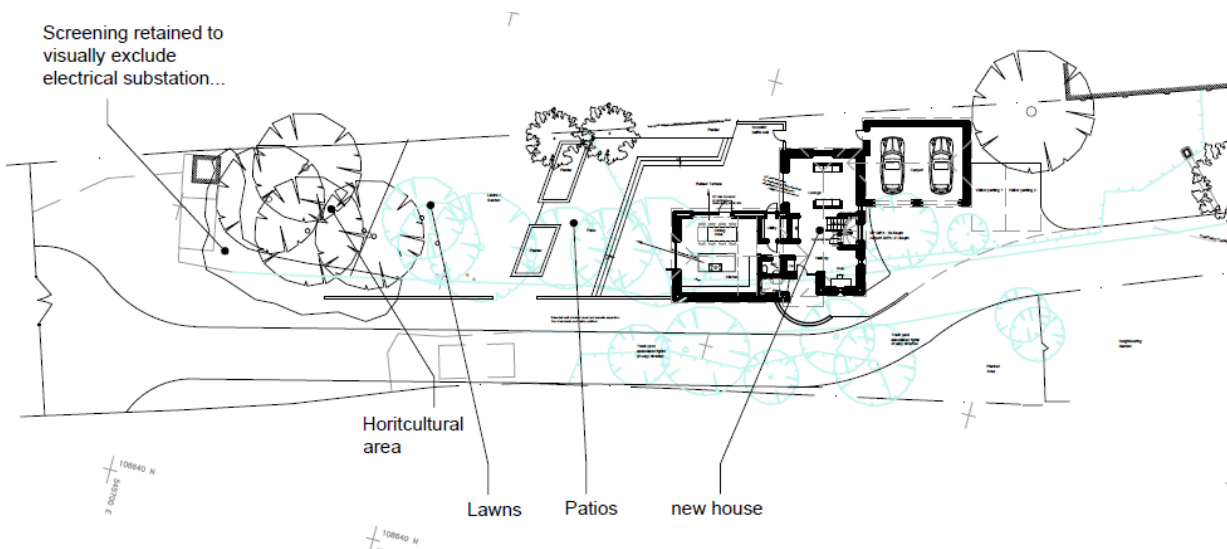
3.0 Proposed Development

- 3.1 The application proposes the erection of a two-bedroom dwelling house. The house will be single storey beneath a steeply pitched roof – so providing bedroom accommodation within the loft space.
- 3.2 The house will be located as per the site plan image below. Note that this will require the current access road to be diverted closer to the site's south boundary:

Location Plan – showing house straddling existing access road:



Site Plan – note access road diverted:



Proposed House – Elevations:



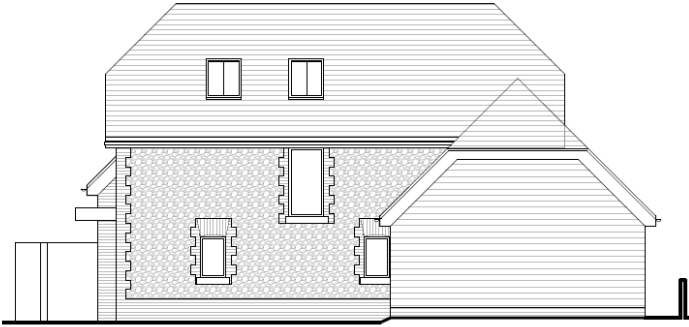
South Elevation as Proposed Scale 1:100 @ A1



North Elevation as Proposed Scale 1:100 @ A1



West Elevation as Proposed Scale 1:100 @ A1



East Elevation as Proposed Scale 1:100 @ A1

- 3.3 The house will be built out of flint with brick edging, whilst the car port will be timber clad. The roof will be clad with slates, and with PVs on its south side. Windows will be triple glazed with light grey frames – timber/powder coated metal composite. Rainwater goods will be metal with a black finish. The resultant building will have a traditional appearance that is highly characteristic of the area:

3D Render of proposed building (north elevation):



3D render of east elevation, as taken from the station car park:



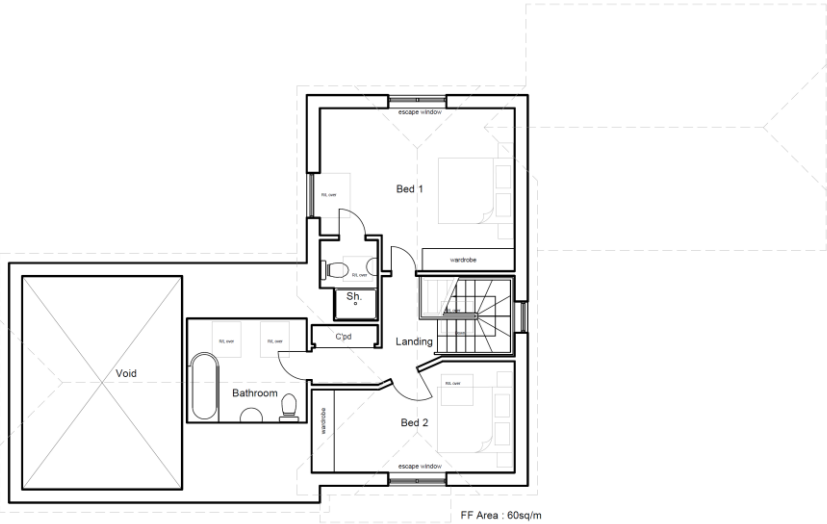
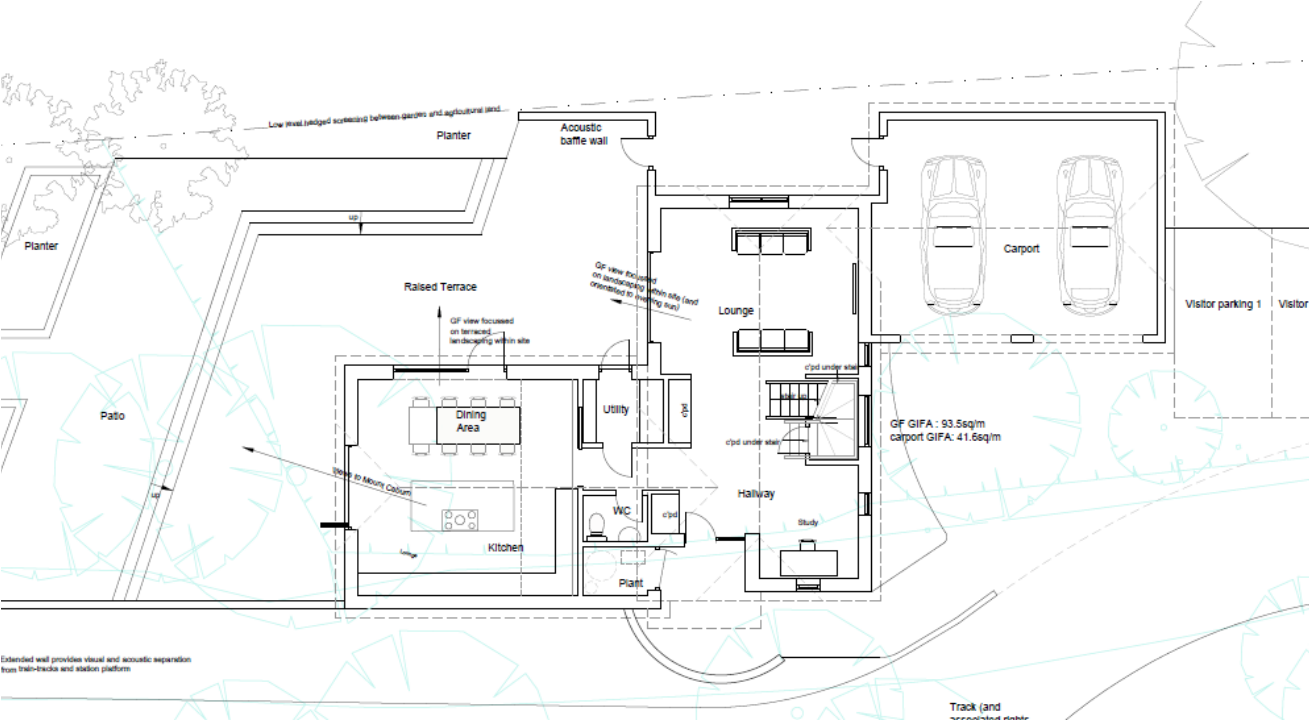
3D render of west elevation – taken from within the site, looking eastwards:



3D render of south elevation – taken from the bridge that crosses the railway line:



3.4 The scheme proposes a two bedroom house – as per the floor plans below:



- 3.5 The scheme has been significantly amended since the earlier submission. The earlier application proposed a larger building with 4 bedrooms, and whilst using similar materials (flint and slate tiles) the building had a more suburban appearance, with a lot more windows at first floor level:



4.0 Planning Policy

- 4.1 This section sets out the key planning policies relevant to the proposed development and the main matters referred to by the case officer when considering the earlier application: whether the site is previously developed land, scale and visual impact, scale with regard to planning policies on housing mix, and impact on dark night skies.

National Planning Policy Framework

- 4.2 The National Planning Policy Framework (2021) sets out a presumption in favour of sustainable development. The Framework provides three overarching objectives to achieve sustainable development as economic, social and environmental. Paragraph 11 states that for decision taking the presumption in favour of sustainable development means approving proposals that accord with the development plan without delay.
- 4.3 Paragraph 119 requires planning decisions to promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions.
- 4.4 Paragraph 120 states that decisions should:
- Give substantial weight to the value of using suitable brownfield land within settlements for homes and other identified needs.
 - Promote and support the development of under-utilised land and buildings, especially if this would help to meet identified needs for housing where land supply is constrained and available sites could be used more effectively.
- 4.5 Paragraph 126 states the creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.

- 4.6 Paragraph 130 requires that developments are visually attractive as a result of good architecture, layout and appropriate and effective landscaping, and optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks.
- 4.7 Paragraph 176 states great weight should be given to conserving and enhancing landscape and scenic beauty in National Parks, the Broads and Areas of Outstanding Natural Beauty which have the highest status of protection in relation to these issues. The scale and extent of development within all these designated areas should be limited, while development within their setting should be sensitively located and designed to avoid or minimise adverse impacts on the designated areas.
- 4.8 The NPPF also provides the following definition of previously developed land:

Previously developed land: Land which is or was occupied by a permanent structure, including the curtilage of the developed land (although it should not be assumed that the whole of the curtilage should be developed) and any associated fixed surface infrastructure. This excludes: land that is or was last occupied by agricultural or forestry buildings; land that has been developed for minerals extraction or waste disposal by landfill, where provision for restoration has been made through development management procedures; land in built-up areas such as residential gardens, parks, recreation grounds and allotments; and land that was previously developed but where the remains of the permanent structure or fixed surface structure have blended into the landscape.

South Downs National Park Local Plan

- 4.9 The relevant policies from the South Downs National Park Local Plan are below.
- 4.10 Core Policy SD1: Sustainable Development, states the Authority will take a positive approach to development that reflects the presumption in favour of sustainable development.

- 4.11 Strategic Policy SD4: Landscape Character, states development proposals will only be permitted where they conserve and enhance landscape character by demonstrating that:
- They are informed by landscape character, reflecting the context and type of landscape in which the development is located.
 - The design, layout and scale of proposals conserve and enhance existing landscape and seascape character features which contribute to the distinctive character, pattern and evolution of the landscape.
- 4.12 Strategic Policy SD5: Design, states development should adopt a high quality design that makes a positive contribution to the overall character and appearance of the area.
- 4.13 Strategic Policy SD8: Dark Night Skies, states development proposals must demonstrate that all opportunities to reduce light pollution have been taken, and must ensure that the measured and observed sky quality in the surrounding area is not negatively affected.
- 4.14 Strategic Policy SD12: Requires development to conserve and enhance the historic environment.
- 4.15 Strategic Policy SD13: Requires development to have an acceptable impact on the setting of listed buildings.
- 4.16 Strategic Policy SD15: Requires development to preserve or enhance the character and appearance of conservation areas.
- 4.17 Strategic Policy SD19: Transport and Accessibility, states development proposals will be permitted provided that they are located and designed to minimise the need to travel and promote the use of sustainable modes of transport.
- 4.18 Strategic Policy SD25: Allows for new housing to be provided outside of settlement boundaries where it responds to the context of the relevant area and is an appropriate use of previously developed land.

- 4.19 Strategic Policy SD26: Supply of Homes, states The National Park Authority will make overall provision for approximately 4,750 net additional homes over a 19 year period between 2014 and 2033, which in part will be delivered through windfall development.
- 4.20 Strategic policy SD27 requires 80% of new homes to be 2 or 3 bedroom houses, 10% to be 1-bed units, and 10% to be 4-bedroom dwellings or larger. With a planning application for a single unit of housing, it is impossible for any development to comply with this policy – as the scheme will always be providing 100% of just one bedroom type.

5.0 Planning Considerations

5.1 The key planning considerations relevant to the development are:

- Principle of Development (whether the site is on previously developer land and is in a sustainable location).
- Visual Impact
- Impact on Housing Mix
- Impact on Night Skies

These are assessed below.

Principle of Development

5.2 The scheme accords with Local Plan policies SD1, SD19, SD25 and SD26 as the site benefits from a sustainable location (see section 2 of this statement) and relates to previously developed land. The land is clearly previously developed land. The land forms part of Glynde Station's site, and the site contains free standing structures, parking for large vehicles, and the access road to the depot to the west:



- 5.3 Given that the house will straddle the existing access track (which will be diverted south of the house as a result) it is clear that the development will be on previously developed land.

Visual Impact

- 5.4 The scheme will have a positive impact on the character and appearance of the surrounding conservation area. The scheme's design (utilising mainly flint/brick walls beneath a slate roof) is typical of the area – as confirmed by the visual examples set out in the Beddingham and Glynde Conservation Area Appraisal:

Glynde Place Stables:



Glynde Gardens:

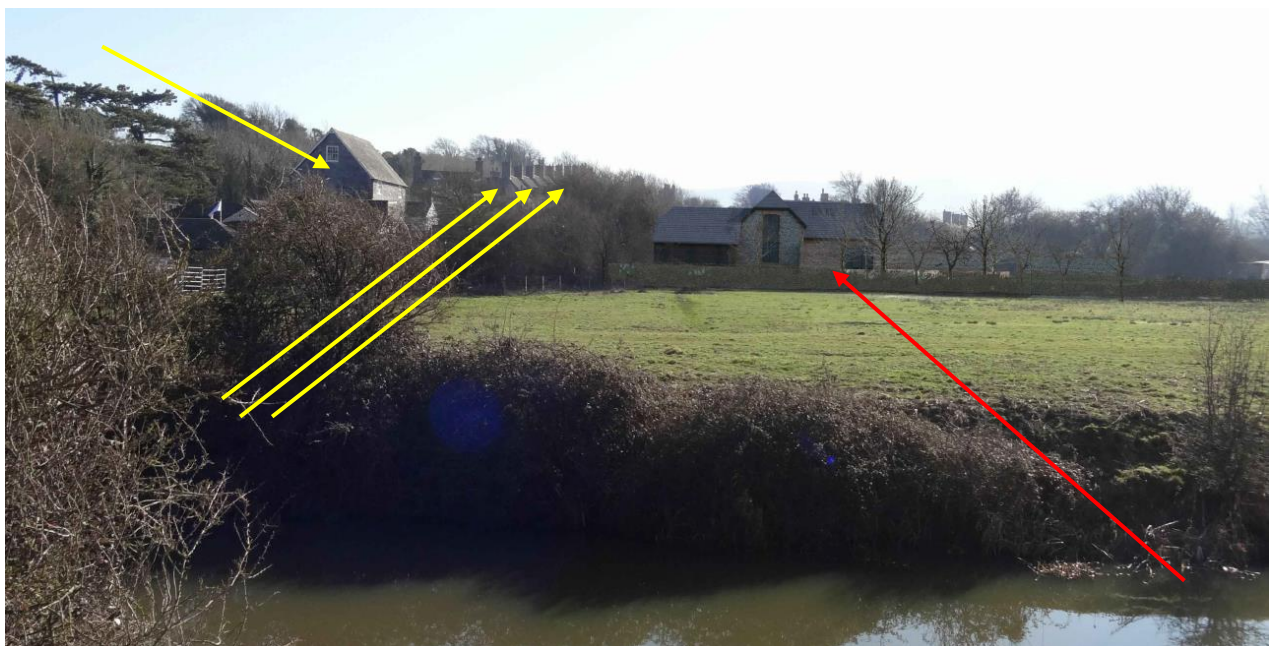


Malthouse Cottages:



- 5.5 The proposed dwelling will successfully blend in within the conservation area, nearby listed building and the wider landscape area. This is best understood with regard to the 3D renders that have been submitted with the application. Enlarged versions of the renders are set out in Section 3 of this statement. Standard size versions – with more surrounding context included – are provided below and overleaf:

View from the north (listed buildings highlighted with yellow arrows, proposed house with red arrow). House appears as a typical rural building, and is subservient in scale to listed buildings:



View from railway bridge (listed building highlighted with yellow arrow, station building highlighted with green arrow and proposed house highlighted with red arrow). House respects the urban grain of the area, and is scaled to compliment surrounding buildings.



View from station car park looking west, with listed building in the foreground. Again, the house appears as a typical rural building and is subservient to the setting of the listed building:



- 5.6 The scheme is well designed and will compliment the character and appearance of the area and the setting of heritage assets. The scheme therefore complies with Local Plan policies SD4, SD512, SD13 and SD15.

Housing Mix

- 5.7 The Council raised concerns with regard to the earlier scheme because it proposed a 4-bedroom dwelling. Policy SD27 does provide guidance on the percentage of houses within new developments that should be 1, 2, 3 of 4+ beds. However, on a single house scheme, it is clearly impossible to provide for any mix of housing – as only one house is being proposed.
- 5.8 Notwithstanding this, and based on the preference expressed by the case officer, a 2- bedroom house is now proposed.

Dark Skies

- 5.9 The site is located with an area of “Intrinsic Rural Darkness” (blue shading on image below, with the site highlighted with a blue arrow).

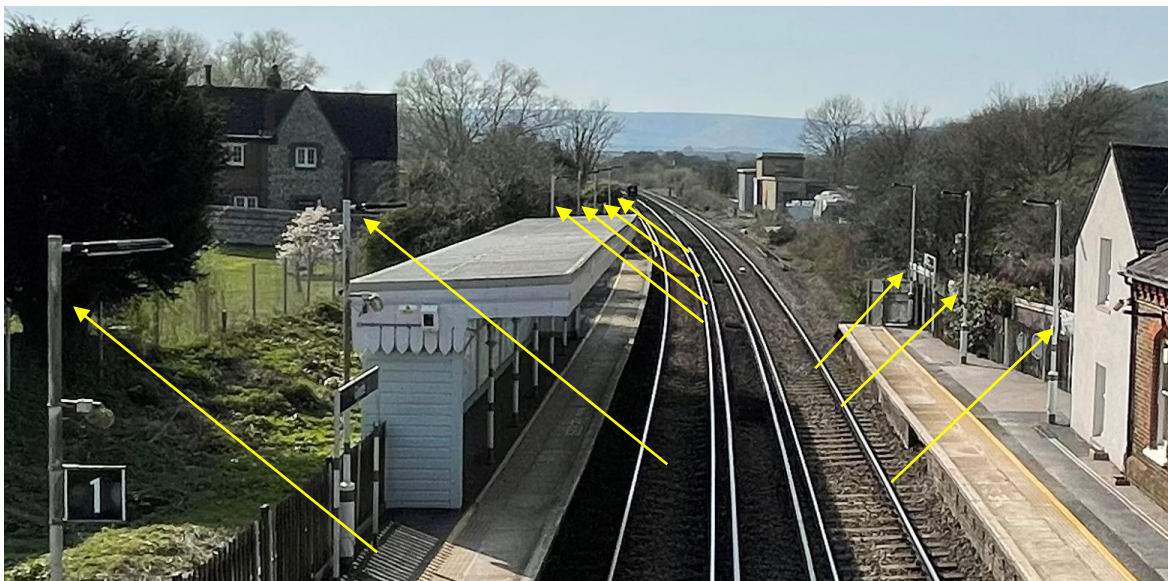


- 5.10 The area includes the entirety of Glynde village, including properties to the north of the site, the railway station, the two/three storey listed building by the site entrance, and properties to the south. Within these areas are the following sources of artificial light:

Properties to the north – Two storey properties with upper level windows:



The railway station – platform lighting provided on tall lighting columns:



Listed Building by entrance to the site – with windows up to second floor level:



Properties to the south, first floor windows on houses on higher ground, plus street lighting:



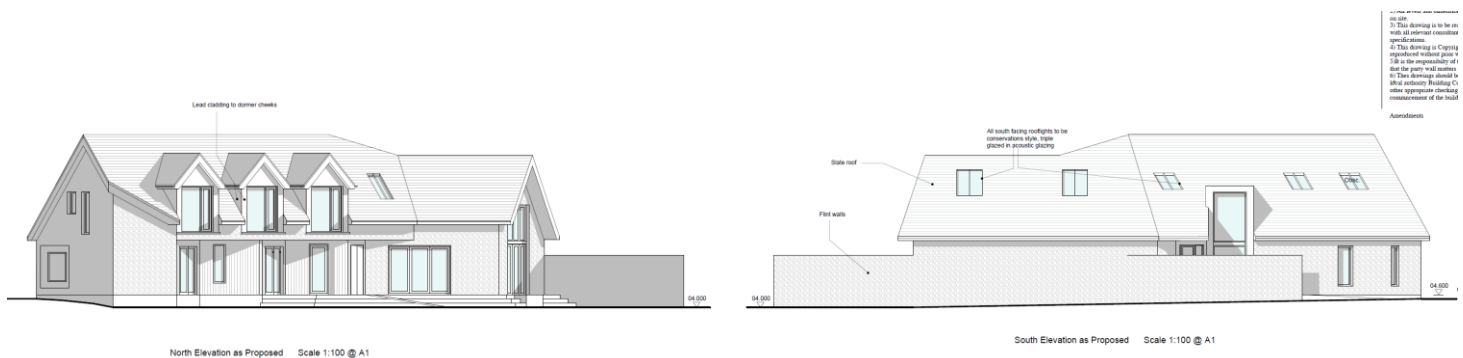
- 5.11 The above images show that a degree of artificial lighting can be accommodated within villages/hamlets that form part of the Intrinsic Rural Darkness dark night skies area. The proposed house will have very limited openings at upper floor level, and so will not have any material impact on dark night skies given the context of surrounding development.
- 5.12 With regard to views from the north – which is perhaps the most “rural view” of the dwelling (see image on page 22 of this Statement), there will just be one main window at upper level (a bedroom window), and two rooflights serving the bathroom. Such views will be

framed by the upper floor windows of the listed building to the east, and by the station lighting behind the house to the south.

5.13 With regard to views from the south – the foreground of such views will be occupied by the platforms serving Glynde Station, which are lit up by several lighting columns spread along the platform (see image on page 25).

5.14 Note that questions regarding impact on dark night skies were first raised when the case officer was considering the previously submitted planning application. That application proposed a much larger number of upper floor windows (see image below) and is in no way comparable with the scheme that is currently proposed:

Previously submitted scheme – note larger number of upper floor windows on north and south elevations:



5.15 The currently proposed scheme successfully overcomes concerns (surrounding a previous scheme) with regard to dark night skies. The scheme proposes a very limited number of high level windows, and longer views of the scheme will be viewed in the context of more intensive light sources such as the adjacent railway platforms and nearby houses and streetlighting which are all located on higher ground. The scheme will therefore have an acceptable impact on dark night skies in line with Local Plan policy SD8.

7.0 Conclusions

- 7.1 The application proposes the erection of a very well designed 2-bedroom dwelling on previously developed land. The scheme is a good example of how development can be improved through the planning process, with officers providing comments on a previously submitted scheme that have resulted in revised proposals of such good quality.
- 7.2 The scheme is a very good example of sustainable development, with the scheme providing economic benefit (support for the construction industry and future council tax receipts), social benefit (the provision of a modestly scaled dwelling house) and environmental benefit (a very well designed dwelling that will complement the area).
- 7.3 The proposed house will preserve the character and appearance of the surrounding landscape and conservation area, and will not have any material impact on dark night skies.
- 7.4 For these reasons, we ask the Council to approve the application without undue delay.

Lewis & Co Planning
May 2022